

Business Notices.

PATENTED NOVEMBER 1, 1859.

No. 409 Broadway, New-York.

New-York Daily Tribune.

TUESDAY, JUNE 5, 1860.

TO CORRESPONDENTS.

We cannot undertake to return rejected communications. What we notice can be taken of in our columns. We are not responsible for the names and addresses of the writers, nor for the publication of letters, but as a guarantee for the good faith of our correspondence, we will return to all persons who send us communications, a receipt for the same, and will forward to them, in all cases, a copy of the article in which they appear.

Business letters for THE TRIBUNE should be addressed to HENRY J. BROWN & CO.

National Politics.

The Speech of ABRAHAM LINCOLN of Illinois—At the Cooper Institute, New-York, Feb. 27, 1860—expanding and defending the position and views of the Republican party on the subject of Slavery: To which is added the Hon. JAMES H. DOUGLASS's vindication of the Republicans of Wisconsin from the charge of Nullification.

Price, per copy, 4 cents; per dozen, 25 cents; per 100, \$1.25; per 1,000, \$10. If by mail, one cent each must be prepaid. Terms cash. Address: HENRY J. BROWN & CO., Tribune Buildings, New-York.

The Tribune for California.

Will be ready at 9 o'clock this morning. It will contain the Money and Market Reports, Marriages and Deaths, and all the latest important Foreign and Domestic News, since the sailing of the last steamer. The steamer Northern Light will leave to-day at 12 o'clock. The mails close at 10 o'clock a. m. Single copies, in wrappers, ready for mailing, for sale at the counter.

The mails for Europe by the steamship Persia will close to-morrow morning at 7 o'clock.

The meeting of the Young Men's Republican Union this evening will be addressed by Messrs. John D. Sherwood, E. Delahed Smith, and Joseph Hoxie. Meetings are held by the Union at No. 659 Broadway every Tuesday evening.

A terrible tornado swept over the eastern part of Iowa and north-western part of Illinois on Sunday night. It commenced at Clinton, Iowa, at 7 p. m., and though lasting but 24 minutes, caused more destruction of property than any similar storm that has ever visited that portion of the country. Three towns were completely demolished, and some thirty-two dead bodies had been taken from the ruins in one of the towns, with more yet to take out. The number of the killed will probably reach 100, while the injured will exceed that number.

Senator SUMNER made yesterday a very long and doubtless able speech on the Slavery question, of which we give a synopsis in the proper place.

We have said that Mr. Sumner's was doubtless a strong and forcible speech;—and yet we wish he had made it on some other bill than that providing for the Admission of Kansas. For we—in common, we trust, with all Republicans—are exceedingly anxious that this bill should pass at the present session, so as to allow the new State to vote for Lincoln and Hamlin next November, as he is known to be ready and anxious to do. But her immediate destiny is likewise known to be in the hands of her enemies in the Senate—that is, of those who would rather she were kept out than let in at present; because they are certain to lose relative weight by her Admission. We fear that such speeches as Mr. Sumner's, made on this bill, will afford a pretext, though no reason, for voting or managing so as to defeat her Admission this session—a result which we are sure Mr. Sumner would deplore as heartily as we should. We shall be most happy to learn that our apprehensions are not well grounded; but Mr. Sumner's abusive retort is not calculated to dispel them.

We have one day later news from Europe, brought by the steamer Nova-Scotia, which passed Father Point at 4 o'clock yesterday morning, en route for Quebec. The Bank of England had reduced the rate of interest to 4 per cent. There is no further intelligence respecting the movements of Garibaldi. The Government bulletins represent the insurgents as having been badly beaten in several engagements, and also that the insurrection gains no headway. On the other hand, the Vienna correspondent of *The London Times* says the prevalent opinion there is that Sicily is lost to the Bourbons. The Emperor of the French is said to be dissatisfied with Sardinia for selling crown lands which should revert to France. Russia objects to Turkey being represented in the Conference relative to the Christians in Turkey, for the reason that Turkey is not one of the five Great Powers, and if she were admitted, it would be necessary to admit Sardinia and other minor States. Gen. Lamoriciere finds his hands tied by the French authorities in Rome, he not being allowed to attack the Piedmontese, or assist the King of Naples. The Papal Government has been informed of preparations for an insurrection in the States of the Church, the Abruzzi and Calabria. Breadstuffs were dull, but firm. Consols 95½ for money, and 95¼ for account.

SHELLING COMMITTEES.

When Mr. Winslow and his Democratic associates on the Covode Investigating Committee (and subsequently in the House also) resisted the efforts of the Republican members of that Committee to make Collector Schell disclose the names of the contributors to the New-York Hotel Election Fund, whereby Pennsylvania was carried for Buchanan at the State Election of 1856, we promptly and earnestly sustained the Democrats, and condemned the course of our political friends. True, we believe that money was used fraudulently; that victory obtained by the wholesale manufacture and use of counterfeit Naturalization Certificates, and the most gigantic rascality and corruption. But we had no evidence—and we could not hear that the Committee had any—implicating the private citizens who convened at the New-York Hotel and contributed their thousands to the Democratic Election Fund of any culpable complicity in those frauds—any knowledge that such frauds were to be committed. They gave their money, as thousands of all parties at sundry times have done, to secure the triumph of their party; and we thought it wrong to hold them up to personal infamy as conspirators against the purity of elections until some positive complicity in the corrupt use made of their money had been brought home to them.

We believe the views we then expressed commanded very general approval. The majority of the Committee and of the House paused, virtually admitting their justice; the attempt to coerce Mr. Schell to disclose the names was virtually abandoned; and the Committee has since confined its investigations within the limits thus practically assigned to it.

And the Democratic members of the Committee

and of the House at length repudiate their own doctrines and denounce the Republicans for having deferred to and acted upon them! They are dissatisfied with the restriction of the Committee's sphere of action which they so lately insisted on, and insist on reinstating a general inquiry into the contributions of money by private citizens for Election expenses and the use made of such contributions. In other words: they now denounce the majority for not doing what they so strenuously insisted should not be done.

We cannot change front thus rapidly. We supported them in their former position because we believed it right: we are therefore unable to support them in their new attitude, which, if they were right before, must be palpably wrong. But we do not regret that the Republicans in the House are under no such constraint, and are both ready and willing to give the investigation the new and boundless scope demanded for it. We are sure it is wrong in principle to institute a vague inquiry as to whether anybody has ever done anything wrong, and thereupon summon witnesses from every part of the country to testify as to any exceptionable use of money in elections which they may suspect or may be suspected of knowing something about. Thus every seat in the House may be virtually contested and placed in jeopardy, though nobody contests it, and there is no responsible allegation that wrong has been done or suffered. Still, if the Democracy desire this sort of investigation, we approve the course of the Republicans in allowing it to take place: only let it be clearly understood that the cost of summoning and examining Mr. Winslow's witnesses is not scored up against Mr. Covode and the Republicans. Let each party bear the responsibility of its own acts, and of none other.

THE REJECTED MEXICAN TREATY.

The rejected treaty with Mexico, so far from affording a basis, as *The N. Y. Times* would have us believe, "upon which our vexatious and dangerous relations with that country could be permanently and amicably adjusted," would only have served, had it been ratified, to open the door to relations with that country infinitely more vexatious and dangerous than those which at present exist. Our present relations with Mexico are vexatious enough, but we are not aware of any greater danger in them. That is more than could be said of the relations in which the rejected treaty threatened to involve us. By that treaty we were, in substance, to assume the upholding of the Juarez administration, and the putting down of the opposite faction. In order to give any validity to the treaty, so far as it conferred upon us any privileges of transit or commerce, we should have been under the necessity of sustaining the Liberal party in the complete establishment of their authority, and not only in its establishment but in its maintenance also. What security was there that the four millions of dollars of which this treaty required the advance on our part would have sufficed for that purpose? By having obtained from this first subsidy, the Liberal party, as it calls itself, would have laid the foundation for new calls of the same sort to an unlimited extent. We should, in ratifying the treaty, have taken the first step in an involvement of which it is impossible to see the end. From being the upholders of one of the factions by which that unhappy country is divided, we should have been exposed to the danger of becoming a principal in the contest, and perhaps not merely of fighting the Church party, but the very party with which we had negotiated the treaty. Concessions made under the pressure of an urgent necessity are not of any great value. It is admitted on all hands that nothing but the extreme pecuniary needs of Juarez would ever have induced him to sign the treaty. That is but a bad guaranty for its scrupulous fulfillment. It has been made in defiance of the popular sentiment; and those who have made it, if not indisposed, might have found themselves unable to enforce it, except at the risk of a pronunciamento against them.

While thus opening the way to new relations with Mexico, likely enough to end in a war of conquest, the causes which have produced our present and former troubles with that country would still have remained in full force. It is all very fine to laud Juarez and those who side with him as the enlightened friends of freedom and progress, and to denounce the other party as heathen and bloodthirsty conservatives. Both parties, however, are Mexicans, both share the national peculiarities, both participate in the prejudices against us which our invasion of Mexico engendered, and both are equally indisposed to concede anything more to us than circumstances may make absolutely necessary.

Passing over the alleged political benefits of the treaty, *The N. Y. Times* sets forth as the economical results which might have been expected from it, "a new era of prosperity opened to our people," "in the amazing stimulus that would be given to commerce, manufactures, trade, and, in fact, every branch of industry." Now this is simply absurd. Mexico is a very poor country. It will take something more than the triumph of the party of Juarez to make her rich and productive, and until that happens, it would scarcely be possible for her to give the promised impulse to our trade and manufactures. Of the imported articles which Mexico consumes, very few are drawn from us. Of our agricultural products, which make up the great bulk of our exports, she has no need. The imported articles she principally consumes are manufactures only a small portion of which we are likely to supply. As to obtaining any treaty monopoly of the Mexican trade, that is out of the question. The time for such things has gone by. Any increase of the Mexican trade, which, to a moderate extent—and only to a moderate extent, could any increase be expected—might result from a reduction of duties, or from the reestablishment of peace and order, must be shared by the nations of Europe, who would continue, as they all along have done, to engross the bulk of the Mexican traffic. It would be very easy for us to spend more in one year by taking part in the civil contests of Mexico, and engaging in the task of restoring order than all the profits of the Mexican trade would amount to in twenty.

PACIFIC RAILROAD.

Another effort is to be made this week to secure favorable action in the House on the Pacific Railroad bill reported by a majority of the Select Committee on that subject; and, as the topic is of the highest National importance, we beg that this action may be carefully considered beforehand. We favor any and every bill calculated to unite the Atlantic with the Pacific States of our Union by Railroad; but we have no hope of the passage of any bill that assumes to mark out a route for that great National work and vest in certain individuals

the duty of constructing it. We will not now repeat our arguments on this point: it suffices that no such bill can pass. It is very well to ask Wisconsin and Minnesota, Alabama and Texas, to concur in spending Fifty Millions of the money of the entire Union to construct a Railroad from Missouri and Iowa, either or both of them, to San Francisco; but, since they will persistently say No, and you have no power to make them say Yes, what are you going to do about it? What can you do but defer to the inevitable?

We want the Road somehow, anyhow; and it is because we do want it that we desire a more widely acceptable measure to replace Col. Curtis's bill. Minnesota and Wisconsin will not oppose a Pacific Railroad starting from Iowa and Missouri provided that route shall be deliberately chosen by the contractors or constructors as the best; they will and must object to its being prescribed by an arbitrary vote of Congress. Leave the question of route entirely open, and simply enact that whichever responsible person or company shall offer to construct on the most favorable terms a substantial double-track Railroad from the navigable waters of the Mississippi or Missouri wholly through the territories of the United States to navigable waters communicating with the Pacific Ocean, shall be contracted with and aided by the Government to an extent not exceeding—millions of dollars for the entire work, or—thousand dollars per mile for the entire length of said road, provided it does not exceed two thousand miles, or for two thousand miles of it, should a longer route be chosen; and the work will be done. Such a bill can be carried; and the building of the road will follow. The Government may be as exacting as it shall see fit in the matter of security; it may require one-tenth or more of the entire Road to be completed in each year after the present; it may exact that the constructing Company shall expend Ten Millions of its own money before it touches the first dollar from the Treasury; it may forbid the Company to contract a single dollar of debt other than to the Government, and to give a first mortgage for the advances from the Treasury, conditioned that all Mails, Munitions, Troops, Stores, Agents, Messengers, &c., that the Government may see fit to send over the Road, shall be taken at its lowest price and charged as so much paid the Government, in reduction of its debt; still, the Road will be built, and the cost to the Nation will not exceed Fifty Millions, every dollar of which will have been saved or repaid to the Treasury, within the next twenty years.

The vital fact in the premises is this—*The Pacific Railroad will prove a paying enterprise.* Properly located (as it will be if Congress lets the question of route severely alone), and built by men of capital and business capacity as a cash investment, it will pay seven per cent. on its entire cost within the second year after its completion; and as the Government can borrow the Fifty Millions it may safely invest in a first mortgage upon it for not over four per cent., and ought not to ask the company a higher rate, having the best security and the certainty of saving at least the current interest on its Fifty Millions in the cheapening of its Army and Mail transportation, there will be from eight to ten per cent. left for the stockholders; or they may divide seven per cent. per annum and pay off the Government's advance within twenty or thirty years. All that is required is that the work go into the hands of the right men; and this will be secured if the Government does not intermeddle with the matter further than to see that the Road is duly constructed and its lien made secure. We can convince any number of business men that the Road will be a paying investment if they will give us a day's attention; and, if bankrupts and swindlers should attempt it, they can never build the first hundred miles. Make the stockholders pay in and pay out Ten Millions before they get a dollar from the Treasury; then give them \$20,000 per mile as they progress, and the residue of whatever is stipulated the day their work is finished and accepted, and the work will be done, and the National Revenue increased by Millions at no ultimate cost whatever to the Treasury.

But this will give the Road to Texas and the "South," we are told in a tone of remonstrance. We reply that we don't believe it; but if it does, let it! If the South stands ready to build a Railroad to the Pacific at less cost to the Government than the North will undertake it for, then the South must take it. Only guard thoroughly against bogus bids, and we are ready to see the South take the Road if she will in good faith build it at less cost to the Government than is required to construct it on a more northerly route. And, as to the bugbear that a Southern road will not answer the National ends in view, we have only to say that if the South shall take the contract, and a Northern road (unaided by the Government) shall not be finished so soon as if not sooner than the Southern, we shall be grievously mistaken. Only get a Southern road fairly started, and a Northern will build itself. And it will pay for itself moreover, though not so speedily nor so bountifully as it would if it were to be the Government's protégé and favorite. But give us free and fair competition, and never fear that the best will not come out ahead.

THE TRADE IN NEGROES.

It is certainly a sound principle that, so long as a portion of the Southern States are permitted by the Federal Government to supply their demand for labor through the Slave-Trade, that they should also have the right of choosing through which trade, whether the domestic or the foreign, they shall draw that supply. It is unquestionable that, for good reasons, they prefer the traffic with the coast of Africa to that with the coasts of the Chesapeake. The Congo negro is a cheaper animal than that from Virginia; he is untainted with the vices of the white man; his flesh is not so injured to the lash, and it is easier, therefore, to subject him to plantation discipline, and whip out of him that amount of productive labor which the seven years—the allotted life of a slave in the sugar regions—should yield. The humanitarian argument is not less strong. The poor wretch from the wilds of Africa suffers less from the rupture of family ties, less from the breaking up of old associations, parts from no kind master, leaves behind no cherished civilization; considerations which add new pangs and a new degradation to the lot of the black or parti-colored Virginian who is driven to the shambles of Baltimore or Norfolk. Our laws on this subject unquestionably need revision. Let us have no Slave-Trade, or else permit the laws of commerce to have free action, and give the country that traffic which is the least objectionable and the most profitable. On this point, we differ with fire-eaters of the whitest heat only in one particular; in the alternative presented of no Slave-Trade or unrestricted Slave-Trade, their choice would not be ours, though as between the foreign

and the domestic traffic we quite go along with them.

Still, we have that respect for law as such, which belongs to the Saxon blood. So long as, by the Constitution and laws of the country, the trade in negroes to the coast of Guinea is contraband, we hold that they should be enforced, however injuriously the interdiction may affect private interests. The dogma that "sluggers must be licked," is not more imperative than that law must be obeyed, though one may be founded in a law of nature, while the other is a mere human statute. Especially do we hold that the Federal enactments on this subject—we mean the stealing, not the "licking"—should be enforced at the North, and particularly in this City. It is not to our credit that the great Commercial Emporium, as we all so love to hear it called, is also the great slave-trading port of the world; that the most successful of our "Merchant Princes," those who show the most courage in mercantile venture, those who best succeed in the speedy acquisition of wealth, are those who supply the markets of the world with slaves.

That such is the fact, however, there can be no doubt. The traders engaged here in this traffic are known; and the men who supply their vessels with stores, who fit them with sails, who provide them with sailors, are known also. That knowledge, and much other that is curious and interesting in relation to this subject, awaits the Government whenever the Government chooses to seek for it.

It does not seek for it. It does not choose to have it. It will not thank us even for hinting that it can be had, or for providing any portion of it. But the public is interested if the Government is not, and we assure the public that we are affirming only that which we know. Let us descend to some particulars:

On the 31st of December, the bark *Levi*, of the burden of 263 tons, cleared at this port for a whaling voyage. The whales she went to catch were running about, like the "red herrings" in the nursery rhyme, "in the wood." She was fitted out for a slave-voyage, and, ere this, perhaps, has landed a cargo of Africans on the coast of Cuba, or in some lonely haven on our Southern coast. On the 21st of January, the bark *Wm. G. Lewis*, burden 264 tons, cleared for the Rio Congo and a market. Her owners are probably expecting daily, if they have not received already, the returns of her voyage, showing a profit of not less than \$100,000 on a cargo of slaves. On the 28th of the same month, the brig *W. R. Kibbe*, of 199 tons, cleared for the Port de Sehná. On the 4th of February, a week later, the bark *Emily*, of 301 tons, and on the 27th of March, the brig *Falmouth*, of 268 tons, cleared for the same port, and on the same errand. On the 7th of April, the ship *Atlantic*, of 699 tons, and on the 28th of the same month the ship *Montauk*, of 505 tons, cleared for whaling voyages ostensibly, but fitted as slavers, and bound for the coast of Africa for negroes. On the 2d of last month, the brig *Storm King*, of 220 tons, sailed for the Congo River; and on the 21st the bark *Buckeye*, of 320 tons, sailed for the West Coast of Africa. There is as little doubt of the purpose of their voyages.

These vessels, it will be observed, range from 200 to 500 tons burden, and that is the size sought for for this trade. They must be fast sailers, of good capacity, and loftily sparred, with a wide spread of canvas to catch light breezes. Vessels of this character go quick in this City for ready money, and all the business connected with them is a cash business, without any nice particularity as to prices, and money changes hands not merely for legitimate articles of traffic, such as ships and ship stores, but official blindness and official goodwill are handsomely paid for. Altogether, a very brisk trade exists among those connected with it; so brisk that a single one of those merchants known as "agents" has pocketed in commissions alone on slavers fitted out at this port within four months, the snug sum of \$16,000.

Is there no remedy? Unquestionably there is. If power of arrest and detention were lodged with the U. S. District-Attorney, or some able lawyer of position and character, appointed to this special service, and if the law affixed a penalty to the supplying of stores, or sails, or spars, or men, to slavers, after due notice from the proper officer that a vessel was supposed to be such, an end would be made to the traffic in this port. It is confined now to very few persons, and those few persons, as we have said already, are very well known. The temptation to engage in it is very great; and it is to the credit of New-York merchants that so few yield to it. Their forbearance, however, should not be tested too far. Let it be taken for granted that their virtue is immaculate, and try them no further where the reward of vice is so enormous, and where fear of punishment, in this world at least, must be so small. The law cannot decrease the profit, but it can increase the risk; and some amendments to the bill now before the Senate at Washington can make it so dangerous to engage in the foreign slave-trade in this port that he must be a very desperate adventurer who would venture to meddle with it.

The Hon. T. Butler King is out in a letter urging that Georgia be fully represented in the adjourned Democratic National Convention at Baltimore. He says:

"I believe that the safety of the Union depends on the preservation of the National Democratic party, and that the safety of the South depends upon the firm, united action of all the slave-holding States."

Considering that Butler aforesaid has spent the better part of his adult life in opposing and decrying that same National Democratic party, his testimony in its behalf ought to have some weight, at least with his slaveholding brethren. He lets out the fact that further concessions at Baltimore to the Slavery Propaganda have been as good as bargained for. Hear and mark him!

"In the late Convention at Charleston, both the majority and minority Platforms, as reported from the Committee on Resolutions, reaffirmed the Cincinnati Platform, and pledged the party to abide by the decision of the Supreme Court. It is true the resolutions reported by the majority were more explanatory and satisfactory, and ought to have been adopted. There appears no reason to doubt, however, that the Convention, when it reassembles in Baltimore, will adopt the resolution prepared by the New-York delegation, and which is stated to have been satisfactory to the Southern delegates remaining in the Convention, and that some other proposition equivalent to the majority report will be adopted."

—This must mean that Douglas has been sold out; for it can't mean that he has sold out. We shall see what we shall see. Wait and watch!

Letters from MICHIGAN assure us that, though the nomination of Gov. Seward for President was generally desired and expected in that State, yet the decision of the Convention is universally and heartily acquiesced in. The Texas delegation, and a very few journalists who are vexed that their abusive attacks on the Editor of *THE TRIBUNE* have elicited no reply, are still a little sore; but they will all come right in due season. Lincoln's majority in the State will range from Twelve to Twenty-five Thousand.

THE LATEST NEWS.

RECEIVED BY
MAGNETIC TELEGRAPH.

From Washington.

Special Dispatch to THE N. Y. Tribune.

WASHINGTON, Monday, June 4, 1860.

MR. SUMNER'S SPEECH.

Mr. Sumner's speech attracted a large audience to the Senate galleries, which continued well filled during the four hours of his scorching review of Slavery in all its relations, political, social, moral, and economical. There appeared to be a studied effort at indifference on the Democratic side, for only a dozen Senators were in their seats during the first hour or two. Afterward they gradually appeared, and leading Southern members from the House contributed to the general interest by their presence and attention.

As a whole this speech was regarded as being more offensive by the South than the one which reared such a sensation before, and there is reason to believe that but for prudential considerations, it might have been attended with similar results. It was found quite difficult to restrain some decided exhibition of resentment in certain quarters. The only expression of indignation which found vent was in Mr. Chesnut's brief and angry reply, from which the general temper of the South may be inferred, as he is regarded among the most discreet and considerate in his tone and bearing.

THE ADJOURNMENT.

The majority of the Senate do not intend to take up the House resolution of adjournment until the appropriations and other necessary legislation are sufficiently advanced. From exchanges of opinion to-day, between prominent members of both branches, it is doubted if Congress can adjourn before the 1st of July.

THE COST OF THE COVODE INVESTIGATIONS. As most exaggerated and false reports have been circulated as to the cost of Mr. Covode's Committee, it is proper to state that about 100 witnesses have been examined since its appointment, three months ago, and the whole expenditure, including mileage, does not reach \$2,500.

THE PACIFIC RAILROAD.

The Pacific Railroad Committee held a meeting this morning to consider the technical objections made to the bill, and unanimously adopted two amendments—the first, offered by Mr. Fenton, providing that the persons named in the bill shall be incorporated before any advances of bonds or lands are made by the Government. The second, offered by Mr. Curtis, provides that fifty-mile sections of road shall be completed, and such State or Territorial laws procured and mortgages executed as shall render the mortgage lien binding and legal, before the title to the lands shall be conveyed, or bonds advanced to the Company.

It was also proposed to admit an amendment granting aid for a road through Texas, but the proposition was withdrawn temporarily, with a view of preparing and presenting it at another meeting to-morrow. There is a strong disposition in the House toward this amendment, from the belief that it will materially aid the passage of the bill.

Mr. Curtis expects the subject will be reached by the call of Committees, and still entertains confidence that the bill in some shape will be carried through. Numerous petitions have already been received, urging decisive action, together with a strong memorial from the Chamber of Commerce of St. Louis.

RETURN OF MR. ELY.

Mr. Ely had returned here before my dispatch was sent yesterday.

A NEW TARIFF.

Mr. Schell, and other officials of the New-York Custom-House, have been engaged in preparing a Tariff bill, to be submitted, if considered advisable, as a substitute for that of the House. According to a careful estimate made in the New-York Custom-House, Mr. Morrill's tariff will produce about \$45,000,000 from customs, on the basis of last year's importations, which corresponds with the figures of the Ways and Means Committee. The same authority reports that one of the most immediate effects will be to reduce imports, and it is expected that they will fall below \$400,000,000 the first year of its operation, which Secretary Cobb thinks a great misfortune, and others a great blessing.

THE MEXICAN TREATY.

All the speculations in the New-York papers about the prospect of reviving the Mexican treaty are ridiculous. It full nine short of a bare majority on a strict test, disembarassed of all amendments, when two-thirds were necessary.

XXXVIth CONGRESS.

FIRST SESSION.

SENATE.—WASHINGTON, June 4, 1860. Mr. WILSON (Rep., Mass.) presented a resolution that the Secretary of State be directed to communicate to the Senate copies of any correspondence or other papers on file in his department, in relation to the arrest on board of an American vessel, at Palermo, of Father Lanza, an Italian patriot, by the intervention or agency of Henry H. Barstow, the Consul of the United States at that place. Adopted.

Mr. KENNEDY (Am., Md.) moved to take up the bill to give the right of way to the Baltimore and Ohio Railroad through the District, to connect with the Virginia route.

Mr. CAMERON (Rep., Pa.) hoped not. He proceeded to show that the Baltimore and Ohio Road, in its route on coal, discriminated against Pennsylvania.

Mr. KENNEDY said he would not insist on reply to the remarks of the Senator from Pennsylvania, and would show that his opposition to the bill was based on personal interest.

The motion to take up was lost.

Mr. TOOMBS (Dem., Ga.) moved to take up the bill relative to the Homage Grant. Agreed to.

Mr. POLK (Dem., Mo.) moved to strike out the second and third sections of the bill, compelling claimants to sue in two years or forfeit their lands.

The question was divided, and the second section stricken out, and the third section retained.

The subject was postponed till 11 o'clock to-morrow.

The Kansas Admission bill was taken up. Mr. SUMNER (Rep., Mass.) proceeded to address the Senate on the subject of the "Barbarian of Slavery." Under-taking now, he said, after a silence of more than four years, to address the Senate on this important subject, I should suppose the emotions natural to such an occasion if I did not declare, on the threshold, my gratitude to that Supreme Being through whose benign care I am enabled, after such suffering and many changes, once again to resume my place in the Senate, and to speak for the cause which is so near my heart. To the honored Commonwealth whose representative I am, and also to my immediate associates in this body, with whom I enjoy the fellowship which is found in thinking alike concerning the Republic, I owe thanks, which I seize this moment to express, for the indulgence shown me throughout the past year, and for the assistance by medical skill, and I trust that it will not be thought unbecoming in me to put on record here as an apology for leaving my seat so long vacant, without making way, by resignation, for a successor, that I acted under the illusion of an invalid whose hopes for restoration to his natural health, certainly triumphant over his despondent feelings, were, when the debate, it became my duty to expose the crime against Kansas, and to insist upon the immediate admission of that Territory as a State of this Union, with a Constitution forbidding Slavery. Time has passed, but the question remains the same. Resuming the discussion precisely where I left it, I am happy to avow that rule of moderation which, it is said, may venture even to fix the boundaries of wisdom itself. I have no personal griefs to utter. Only a barbarous egotism

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—One box makes 40 cakes of Soft Soap, by simply adding hot water. Each box contains 40 cakes of Soft Soap, by simply adding hot water. Each box contains 40 cakes of Soft Soap, by simply adding hot water.

Any one desiring to send their measure post paid, for our Shirts, can do so, and we will return them when finished, by express, at \$15, \$16, and \$17, as the quality of the material may be.

THE REMARKS ARE AS FOLLOWS:

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Yoke—The measure from the points of each shoulder. Yoke—The measure from the points of each shoulder. Yoke—The measure from the points of each shoulder.

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